



*Marine Aviation*

***UPDATED***

*Initial Planning Conference  
(IPC)*

*Out-Brief*

*1ST MAW: CH-53E Integration & CH-53D  
Sundown*

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APW-51

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ASL

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ASL-33

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# *Change Summary*

## *Marine Aviation*

- Page 4: adjusted the definitions of D-Day, IOC and FOC
- Page 6: consolidated CFT I Action Items
- Page 7: consolidated CFT II Action Items
- Pages 9-10: consolidated CFT III Action Items
- Page 11: adjusted HMH-463 Transition Timeline to reflect the information in the draft 5400 Bulletin
- Page 12: adjusted HMH-362 Transition Timeline to reflect the information in the draft 5400 Bulletin



# Purpose of IPC

## Marine Aviation

- Purpose
  - Assemble the necessary stakeholders 4-5 Nov on MCBH to develop:
    - Detailed POA&M for HMH-463 transition to CH-53E by the end of FY12
    - CH-53D sundown timeline and POA&M for HMH-362/363 Cadre
    - MCBH Facilities planning to implement FY11 AvPlan
- End-State
  - Development/refinement of the POA&M and timeline for both the HMH-463 transition & CH-53D sundown
  - Identify issues and assign to organizations for resolution
  - MCBH facilities alignment to support FY11 AvPlan
- DCA Guidance
  - Review the number and timing of CH-53E's into HMH-463
  - To max extent possible utilize surface lift for CH-53E shipment to MAG-24
  - Evaluate MCBH infrastructure plan to determine if desired endstate is achievable based on FY11 laydown



# Definitions & Assumptions

## Marine Aviation

- Definitions
  - D-Day
    - HMH-463:
      - Squadron begins accepting CH-53E aircraft
      - SFF Inspection complete
    - HMH-362/363: Squadron begin Aircraft breakdown
  - IOC:
    - HMH-463 has possession of 4 CH-53E's
    - HMH-463 capable of executing at least one of its METs
  - FOC:
    - Manpower will be staffed to 95% T/O
    - HMH-463 has possession of 12 CH-53E's and its associated aeronautical equipment
- Assumptions
  - HMH-463 will require an initial cadre of current CH-53E Pilots, Aircrew, and Maintainers IOT begin acceptance of aircraft
  - HMH-463 needs to be ready to support FRAGs Feb 12
  - TYCOM to manage phased aircraft transfer plan
  - CH-53D divestiture begins 4Q FY11 (Trigger is HMH-363 deploy)
  - MALS-24 transition to support dual TMS during FY12
  - Personnel shifts amongst MAG-24 required
  - 5400 Bulletin necessary for HMH-463/HMH-363/HMH-362



# *CFT I & II: Issues Endstate*

## *Marine Aviation*

- Command relationships for HMH-463 Det (B)
  - Defined w/recommendations to MAG-24 CO
- Aircraft acceptance timeline balance with personnel and operational commitments
- CH-53E simulator timeline and mitigation
  - Determine TAD increase required for MAG-24
- Series Conversion training of CH-53D personnel
  - Determined number and type of conversions necessary based on personnel discussions
- MAG-24 aggregate personnel requirements/shifts to support FY11 AvPlan
- POA&M Inputs for HMH-463 Stand-up and HMH-363/362 Cadre
  - Draft complete for HMH-463 at MARORPAC for action



# CFT / Action Items

## Marine Aviation

Recommendation	Action	Due Date
Restripe and attain waiver for safety clearances from NAVAIR. If waiver not approved by NAVAIR a MOU will need to be initiated regarding clearance issued between Station Ops and MAG-24	MCBH Facilities/MAG-24/Station Operations	1-May-11
Until at least FOC, the CH-53E NATOPS evaluator for MAG-24 be from the initial HMH-463 cadre and ensure they have a current NATOPS evaluation from HMHT-302 prior to PCS	MAG-24/ HMHT-302	NLT Jun 2011
HMHT-302 provide MATSS K-Bay with access to full HMHT-302 CH-53E CBTs for pilot, aircrew, and maintainer to conduct re-familiarization with the CH-53E	HMHT-302	NLT Aug 2011
STRATLIFT for initial 4 aircraft and SURFPAC for remaining aircraft	MARFORPAC G-5	1-Aug-11
Increase MAG-24 TAD budget to reflect simulator TAD costs. Investigate use of C-20 MILAIR for transportation.	MARFORPAC	Sep-11
Increase MAG-24 FY11 TAD budget to accommodate 8 personnel to conduct serialization, breakdown, and shipment of aircraft from MAG-29 to MAG-24.	MARFORPAC	NLT 4Q FY11
Redistribute CH-53 airframes amongst MAWs to ensure HMH-463 has the required aircraft to meet FOC amounts	TYCOM	NLT 4TH Qtr FY12



# CFT II Action Items

## Marine Aviation

Recommendation	Action	Due Date
Set orders for CH-53E qualified maintainers to arrive in (IAW ASM/Wing/MMEA) 2011 timeframe. Coordinate with TFSD WRT UIC assignments	HQMC, ASL	4-Jan-11
Evaluate variants of platforms and identify shortages that will not be supported from the O level Augmentee packages. Develop TOECRs that identify compensating structure to create structure within MALS-24.	MALS-24/ASM/TFSD	4-Jan-11



# *CFT III: Issues & Endstate*

## *Marine Aviation*

- Identify CH-53E requirements for:
  - Maintenance Publications
  - Hand Tools
  - IMRL
  - ICRL
  - AVCAL
  - IMDS
  - Facilities
- CH-53D Disposition Plan
- WSPD Publication



# CFT III Actions Items

## Marine Aviation

Recommendation	Action	Due Date
Compare ICRL with other TMS MALS to identify repair capability and associated equipment. Report shortfalls to CNAF and PMA-261	MALS-24	30-Nov-10
Utilize contractor SARDIP on site with material stored on site until disposition is received from NAVICP. Proposed disposition through CY11 on following slide.	MALS-24/NAVICP/CNAF/FMS	1-Dec-10
Publish WSPD with FY11 AVPLAN changes	PMA-261	1-Dec-10
Identify Critical PSE to be shipped to K-Bay	HMH-463/MALS-24/CNAF/PMA-261	1-Dec-10
Identify the critical I-level PSE	MALS-24/CNAF/PMA-261	1-Dec-10
Coordination with MCBH Environmental to identify any CH-53E issues	HQMC ASL/MCBH	1-J an-11
Submit consolidated list of shortfalls to MCBH Facilities	MAG-24 S-4	01 J an 2011 Site Evaluation Report(SER) submission
MALS-24 identify and build CH-53E TPL for O & I-Level requirements	MALS-24 / HMH-463	15 J anuary 2011 to Identify Requirements
		01 J une 2011 PUBS in place
Identify GFE at Kimhae and determine shortfalls. (not anticipated at this point) Determine if contract changes are required to support HMH-463 aircraft at Kimhae (capacity)	CNAF; FRC WP will verify GFE requirements, and other anticipated issues	1-J an-11
MALS-24 determine required I-Level test benches to support HMH-463. HMX-1 to conduct inventory of I-Level benches that can be divested. CNAF to redistribute based on HMH community requirements	MALS-24, CNAF, HMX-1, ASL	15 J anuary 2011 to Identify Requirements



# CFT III Action Items (con't)

## Marine Aviation

Recommendation	Action	Due Date
<b>Identify the differences in the Tool Control Manual (TCM) and procure as required.</b>	<b>1<sup>st</sup> MAW : Identify funding for requirements</b> <b>MALS-24: Requisitions and deviations</b> <b>HMH-463: Identify the Differences</b>	<b>Identify requirements 30 November 2010</b> <b>Hand tools in place 01 June 2011</b>
PMA-261 purchase a IMDS Server for HMH-463	PMA-261	NLT 01 Jun 2011
NAVICP create AVCAL allowances for continued CH-53D sustainment, CH-53E transition and CH-53E end state	NAVICP/CNAF/ASL-31	AVCAL established 01 June 2011
Determine power grid/ grounding requirements to support CH-53E, H-1Y/Z, and MV-22 and submit MILCON.	MCBH Facilities	01 June 2012 ICW RTCASS arrival
Ensure that MAG-24 captures independent costs for all logistical transition support by ensuring TEC, VAL tables, transportation, TAD O&M, N costs have cost codes established and tracked for each organization	MAG-24 S-4	Ongoing thru FOC





# HMH-463 Transition

## Marine Aviation

FY11

FY12

FY13

**Phase I:  
Transition of HQTRS  
Element**

1 Aug 11 - 30 Sep 11  
T/O: 30/190/1/3/39  
MAIS

**\*\*CH-53E Cadre  
overstaff requirement  
is 6/41/0/0/0**

**Phase II:  
Additional Det  
Standup**

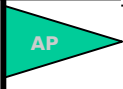
1 Oct 11 - 30 Apr 12  
PMAI: 8 A/C  
T/O: 41/235/1/3

**Phase III:  
Growth to FOC**

1 May 12- 30 Sep 12  
PMAI: 12 A/C

**\*\*Staffing goal is 95%  
of T/O**

\*4 x CH-53E



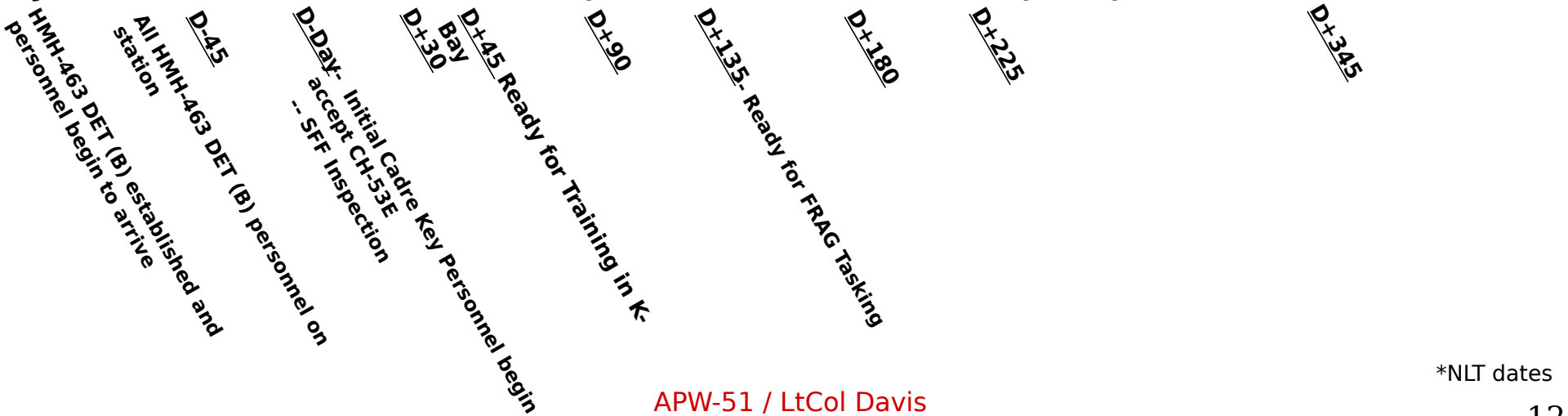
IOC

\*8 x CH-53E

\*12 x CH-53E

FOC

J A S O N D J F M A M J J A S O N D

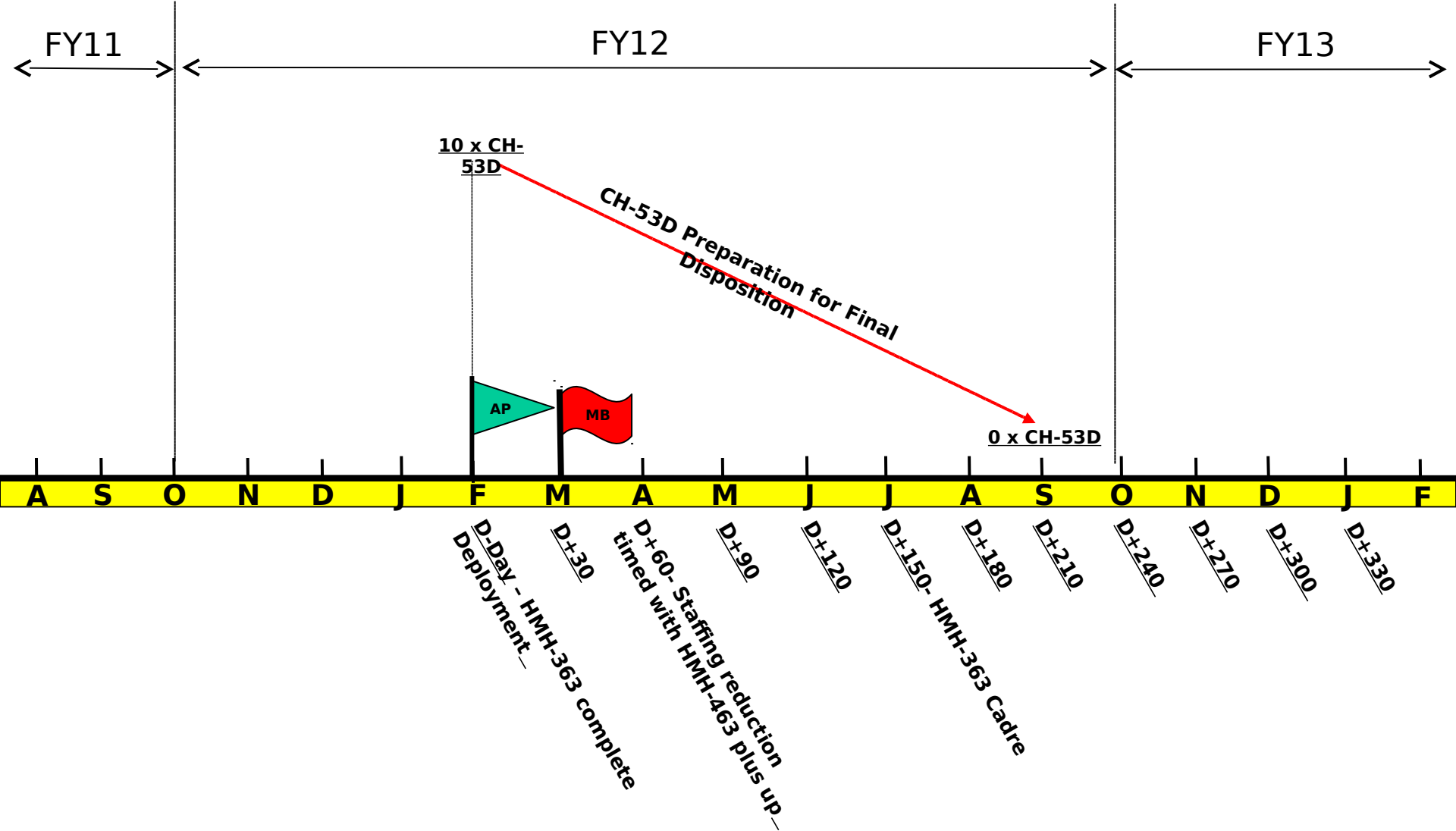


\*NLT dates



# HMH-363 Sundown, Kaneohe Bay

## Marine Aviation



Pre-Decisional DRAFT  
Deliberative

APW-51 / LtCol Davis



## ■ Marine Aviation

APW-51 / LtCol Davis



# *Questions*



# HMMH-463 Initial Cadre

## Marine Aviation

Personnel	SFF*
Maint Chief	-
Maint Cont Chief	1
Total	1

41 Maint  
Marines

- 36 CH-53E Specific

Personnel	• 5 Generic							
	FL	AF	AVI	MA	FE	GSE	IMRL	ORD
Chief	-	-	-	-	-	-	-	-
SNCOIC	-	-	-	-	-	-	-	-
NCOIC	-	-	-	-	-	-	1	-
SFF	1	1	-	-	-	-	-	-
QA	1	1	1	-	-	-	-	-
CDQAR	1	1	-	-	-	-	-	-
CDI	2	3	2	-	-	-	-	-
Level II	5	5	5	-	-	-	-	-
6046/6049	-	-	-	2	-	-	-	-
QASO/CDQ	-	-	-	-	1	-	-	1
QASO/CDI	-	-	-	-	-	-	-	-
TL/CDI	-	-	-	-	1	-	-	-
TL	-	-	-	-	-	-	-	-
TM	-	-	-	-	1	-	-	1
6072	-	-	-	-	-	1	-	-
6042	-	-	-	-	-	-	-	-
6531	-	-	-	-	-	-	-	-
Total	10	11	8	2	2	1	1	2

6 Pilots (PCO included  
in 6)

Qualifications*	Pilots
NSI	4
ARI	2
TERFI	4
NSQ	5

6 Crew Chiefs

Qualifications**	Crew Chiefs
NSI	2
NSQ	6

\*\* Includes at least (1) WTI; All Pilots are FCPs

\*\*\*Includes at least (1) WTCCI, (1) TGI, Crew Chiefs FCF Qual'd

■ = Not Filled

■ = By Name Filled



# CFT I

## Marine Aviation

- Issue: Airfield lateral clearance
- Discussion: There is insufficient lateral clearance to support the CH-53E based on the P-80 requirements document
- Recommendation: Restripe and attain waiver for safety clearances from NAVAIR. If waiver not approved by NAVAIR a MOU will need to be initiated regarding clearance issued between Station Ops and MAG-24
- Action: MCBH Facilities/MAG-24/Station Operations
- Due Date: 01 May 2011



# CFT I

## Marine Aviation

- Issue: MAG-24 NATOPS Evaluator for CH-53E
- Discussion: MAG-24 will require a NATOPS evaluator for the CH-53E due to the HMH-463 conversion. This is typically a pilot and aircrewmen on the MAG staff vice squadron. Until at least FOC this may not be possible and the MAG-24 CH-53E NATOPS evaluator may need to come from within HMH-463's initial cadre
- Recommendation: Until at least FOC, the CH-53E NATOPS evaluator for MAG-24 be from the initial HMH-463 cadre and ensure they have a current NATOPS evaluation from HMHT-302 prior to PCS.
- Action: MAG-24 / HMHT-302
- Due Date: NLT Jun 2011



# CFT I

## Marine Aviation

- Issue: HMHT-302 CBT Access for Series Conversion
- Discussion: Pilots requiring the series conversion syllabus are 7566 but have not studied the CH-53E since the FRS. The recommended series conversion syllabus includes 19 CBTs for pilots to re-familiarize themselves with the CH-53E. MATTS K-Bay will require access to these CBTs.
- Recommendation: HMHT-302 provide MATSS K-Bay with access to full HMHT-302 CH-53E CBTs for pilot, aircrew, and maintainer to conduct re-familiarization with the CH-53E
- Action: HMHT-302
- Due Date: NLT Aug 2011



# CFT I

## Marine Aviation

- Issue: Transportation of CH-53Es from MCAS New River and MCAS Miramar to MCB Hawaii
- Discussion: There are two methods to transport CH-53Es to the island: by air (15 x C-17 equivalents) or by sea (SURFPAC). Additional funding may be required by solely using STRATLIFT.
- Recommendation: STRATLIFT for initial 4 aircraft and SURFPAC for remaining aircraft.
- Action: MARFORPAC G-5
- Due Date: Transportation decisions based on IPC timeline and lift targets of opportunity. 01 AUG 2011 2<sup>nd</sup> MAW 4 ACFT ready for STRATLIFT



# CFT I

## Marine Aviation

- Issue: Conversion Simulator Requirements
- Discussion: Current timeline for CH-53E CFTD arrival at MAG-24 does not meet needs for HMH-463 conversion. Per the current DRAFT T&R manual the series conversion syllabus requires 5 sorties & 7.5 hrs of simulator time. The CFTD for MAG-24 will not be RFT until 3Q FY12 necessitating TAD for pilots to MCAS Miramar to conduct pre-requisite simulators. Current projection is 12 pilots in Nov 11 and 8 pilots in Apr 12 for 3 days.
- Recommendation: Increase MAG-24 TAD budget to reflect simulator TAD costs. Investigate use of C-20 MILAIR for transportation.
- Action: MARFORPAC
- Due Date: Sep 2011



# CFT I

## Marine Aviation

- Issue: Aircraft Acceptance at HMHT-302
- Discussion: Initial CH-53Es BUNOs to grow HMH-463 will come from HMHT-302 necessitating aircraft serialization at MCAS New River prior to STRATLIFT breakdown. HMH-463 Det (B) must be capable of conducting aircraft serialization NLT 1 Aug 11 and BPT TAD personnel to MCAS New River during Sep 11.
- Recommendation: Increase MAG-24 FY11 TAD budget to accommodate 8 personnel to conduct serialization, breakdown, and shipment of aircraft from MAG-29 to MAG-24.
- Action: MARFORPAC
- Due Date: NLT 4Q FY11



# CFT I

## Marine Aviation

- Issue: CH-53E Aircraft Laydown
- Discussion: Removal of CH-53Es from HMX-1 does not equal HMM-463 requirements for FOC requiring additional distribution of CH-53E aircraft throughout the Wings.
- Recommendation:
  - 1<sup>st</sup> MAW - 17 Assigned
  - 2d MAW - 62 Assigned
  - 3d MAW - 64 Assigned
  - 4<sup>th</sup> MAW - 6 Assigned
  - VMX-22 - 1 Assigned
  - HX-21 - 2 Assigned
    - 161539 (CNS/ATM) will be issued to 2d MAW upon completion of flight test and conversion to steam gauge. TBD based on funding.
- Action: TYCOM
- Due Date: NLT 4Q FY12



# CFT II

## Marine Aviation

- Issue: Staging of CH-53E qualified maintainers to receive A/C and train CH-53D maintainers.
- Discussion: Develop specific timelines in conjunction with MMEA to issue orders for HMMH-463 Det (B)
- Recommendation: Set orders to arrive in (IAW ASM/Wing/MMEA) 2011 timeframe. Coordinate with TFSD WRT UIC assignments
- Action: ASL
- Due Date: 4 January 2011



# CFT II

## Marine Aviation

- Issue: Identify shortfalls within MALS-24 Core that will prevent proper support for the incoming multiple platforms.
- Discussion: MALS-24 is currently T/O'd less than a full R/W MALS. Supporting MV-22, H-1s as well as CH-53Es could prove difficult with a reduced Core within the MALS.
- Recommendation: Evaluate variants of platforms and identify shortages that will not be supported from the O level Augmentee packages. Develop TOECRs that identify compensating structure to create structure within MALS-24.
- Action: MALS-24/ASM/TFSD
- Due Date: 4 January 2011



# CFT III

## Marine Aviation

- Issue: ICRL capabilities
- Discussion: Identify ICRL shortfall and capability gain.
- Recommendation: Compare ICRL with other TMS MALS to identify repair capability and associated equipment. Report shortfalls to CNAF and PMA-261.
- Action: MALS-24
- Due Date: 30 Nov 2010



# CFT III

## Marine Aviation

- Issue: Disposition of CH-53D aircraft
- Discussion: May be necessary to SARDIP CH-53Ds at K-Bay.
- Recommendation: Utilize contractor SARDIP on site with material stored on site until disposition is received from NAVICP. Proposed disposition through CY11 on following slide.
- Action: MALS-24/NAVICP/CNAF/FMS
- Due Date: OPNAV approval of proposed disposition plan: 01 Dec 2010



# CFT III

## Marine Aviation

- Issue: WSPD not Published
- Discussion: The WSPD is the principle sourcing document for building and delivering logistics support packages (AVCAL, SE, IMRL) . Current draft of the WSPD is not aligned with the AV Plan.
- Recommendation: Publish WSPD with FY11 AVPLAN changes
- Action: PMA-261
- Due Date: 01 December 2010



# CFT III

## Marine Aviation

- Issue: HMMH-463 IMRL
- Discussion: HMMH-463 requires a 8 x AC Bag of CH-53E IMRL prior to IOC.
- Recommendation: Identify Critical PSE to be shipped to K-Bay
- Action:
  - HMMH-463/MALS-24/CNAF/PMA-261
- Due Date:
  - 01 Dec 2010



# CFT III

## Marine Aviation

- Issue: MALS-24 IMRL
- Discussion: MALS-24 requires a 16 x AC Bag of CH-53E.
- Recommendation: Identify the critical I-level PSE
- Action: MALS-24/CNAF/PMA-261
- Due Date: 01 December 2010



# CFT III

## Marine Aviation

- Issue: Environmental Impact
- Discussion: Need to get Base environmental signoff in order to operate CH-53E
- Recommendation: coordination with MCBH Environmental
- Action: Request authority for basing
- Due Date: 01 Jan 2011



# CFT III

## Marine Aviation

- Issue: Hangar Ability to Support CH-53E
- Discussion: HMMH-463 will occupy Hangar 102. Known issues with Hangar 102 are electrical power (dirty) and hoist capability for the QCU.
- Recommendation: Submit consolidated list of shortfalls to MCBH Facilities.
- Action: MAG-24 S4
- Due Date: 01 Jan 2011 Site Evaluation Report(SER) submission



# CFT III

## Marine Aviation

- Issue: CH-53E Maintenance Publications required for MALS-24 and HMH-463 Det (B) prior to Wing Level Inspection
- Discussion: Paper and electronic pubs are necessary for the transition.
- Recommendation: MALS-24 identify and build CH-53E TPL for O & I-Level requirements
- Action: MALS-24 / HMH-463
- Due Date:
  - 15 January 2011 to Identify Requirements
  - 01 June 2011 PUBS in place



# CFT III

## Marine Aviation

- Issue: FRC-WP (Kimhae)
- Discussion: FRC-WP currently completes 1 MAW IMP events for 31<sup>st</sup> MEU and CH-53D. FRC-WP will now complete IMP events for HMM-463 CH-53Es. GFE may not be commensurate with increased throughput requirements.
- Recommendation: Identify GFE at Kimhae and determine shortfalls. (not anticipated at this point) Determine if contract changes are required to support HMM-463 aircraft at Kimhae (capacity)
- Action: CNAF; FRC WP will verify GFE requirements, and other anticipated issues
- Due Date: 01 Jan 2011



# CFT III

## Marine Aviation

- Issue: I-Level Test Benches for CH-53E
- Discussion: Test benches for CH-53E parts were never required aboard K-Bay, however, transition of HMM-463 to the CH-53E and growing to 8 HMM squadrons has changed this. One test bench that will be a problem if not addressed early-on is the AFCS.
- Recommendation: MALS-24 determine required I-Level test benches to support HMM-463. HMX-1 to conduct inventory of I-Level benches that can be divested. CNAF to redistribute based on HMM community requirements.
- Action: MALS-24, CNAF, HMX-1, ASL
- Due Date: 15 Jan 2011



# CFT III

## Marine Aviation

- Issue: Hand Tool differences
- Discussion: There are tools peculiar to CH-53E squadrons that a CH-53D squadron does not posses.
- Recommendation: Identify the differences in the Tool Control Manual (TCM) and procure as required.
- Action:
  - 1<sup>st</sup> MAW : Identify funding for requirements
  - MALS-24: Requisitions and deviations
  - HMM-463: Identify the Differences
- Due Date:
  - Identify requirements 30 November 2010
  - Hand tools in place 01 June 2011



# CFT III

## Marine Aviation

- Issue: IMDS Server Required for HMH-463
- Discussion: All HMH-463 aircraft will have IMDS prior to transfer. HMH-463 requires 3 operator stations within a Squadron and a CH-53E IMDS server in Hanger 102.
- Recommendation: PMA-261 purchase a IMDS Server for HMH-463
- Action: PMA-261
- Due Date: Deliver NLT 01 June 2011



# CFT III

## Marine Aviation

- Issue: AVCAL
- Discussion: AVCAL needs to be provided to CNAF by NAVICP.
- Recommendation: NAVICP create AVCAL allowances for continued CH-53D sustainment, CH-53E transition and CH-53E end state.
- Action: NAVICP/CNAF/ASL-31
- Due Date: AVCAL established 01 June 2011



# CFT III

## Marine Aviation

- Issue: Power Grid on MCBH (Dirty Power)
- Discussion: Precision test benches requires consistent power within the IMA. MCBH power grid produces “Dirty” power. There will be a need to “D” code items.
- Recommendation: Determine power grid/grounding requirements to support CH-53E, H-1Y/Z, and MV-22 and submit MILCON.
- Action: MCBH Facilities
- Due Date: 01 June 2012 ICW RTCASS arrival



# CFT III

## Marine Aviation

- Issue: Cost architecture
- Discussion: Transition of MAG-24 CH-53D to CH-53E will require an organizational structure to capture costs and ensure adequate execution funds.
- Recommendation: Ensure that MAG-24 captures independent costs for all logistical transition support by ensuring TEC, VAL tables, transportation, TAD O&M, N costs have cost codes established and tracked for each organization
- Action: MAG-24
- Due Date: Ongoing through FOC



# FY11 AvPlan

## Marine Aviation

### CURRENT FORCE

7 AC SQDN X 16 CH-53E  
3 AC SQDN X 10 CH-53D  
1 RC SQDN X 8 CH-53E  
1 FRS X 17 CH-53E

### MARINE HEAVY HELICOPTER (HMH) PLAN

### FORCE GOAL

9 AC SQDN X 16 CH-53K  
1 FRS X 21 CH-53K  
1 RC SQDN X 8 CH-53K

		FY10				FY11				FY12				FY13				FY14				FY15				FY16				FY17				FY18				FY19				FY20															
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																
UNIT/LOCATION	PMAI																																																								
MAG 26/29																																																									
HMT-302	17 CH-53E																																																								
HMH-366	16 CH-53E																																																								
HMH-461	16 CH-53E																																																								
HMH-464	16 CH-53E																																																								
MAG 16																																																									
HMH-361	16 CH-53E																																																								
HMH-462	16 CH-53E																																																								
HMH-465	16 CH-53E																																																								
HMH-466	16 CH-53E																																																								
MAG 24																																																									
HMH-362 (1)	10 CH-53D													C																																											
HMH-363 (2)	10 CH-53D													C																																											
HMH-463 (3)	10 CH-53D													E				V																																							
MAG 49																																																									
HMH-772 (4)	8 CH-53E																																																								

A = ACTIVATE

C = CADRE SQUADRON

E = ENTERS CH-53E TRANSITION

K = ENTERS CH-53K TRANSITION

M = ENTERS MV-22 TRANSITION

R = SQUADRON RELOCATION

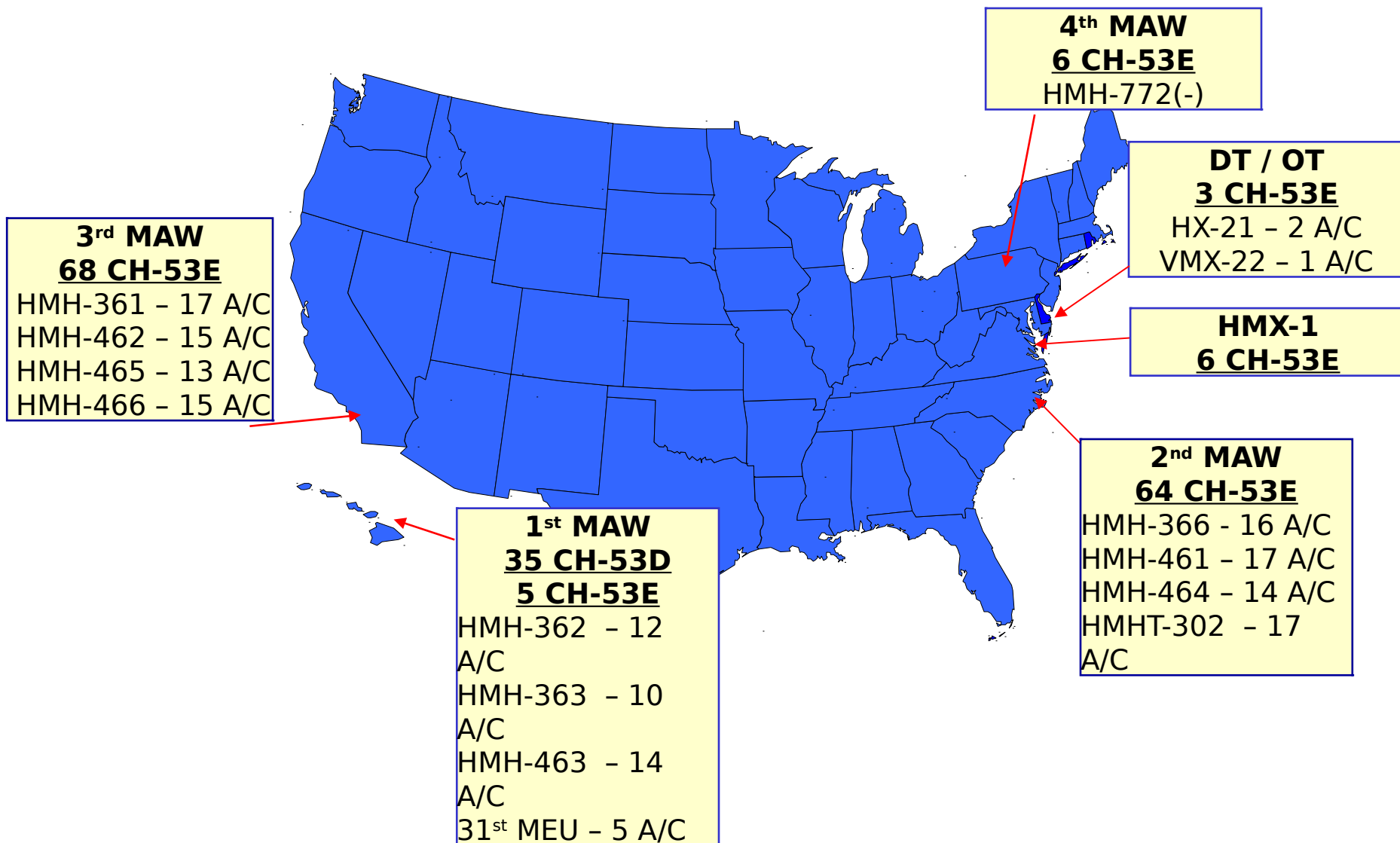
V = TRANSITION COMPLETE

#### SPECIFIC NOTE

- 1) SQUADRON CADRE TO FACILITATE CH-53K TRANSITION; STANDS UP IN NEW RIVER AS THE FIRST SQUADRON TO TRANSITION TO CH-53K
- 2) SQUADRON TRANSITIONS TO VMM-363
- 3) SQUADRON TRANSITION TO CH-53E; LAST SQUADRON TO TRANSITION TO CH-53K
- 4) SQUADRON TRANSITION TO CH-53K FY26



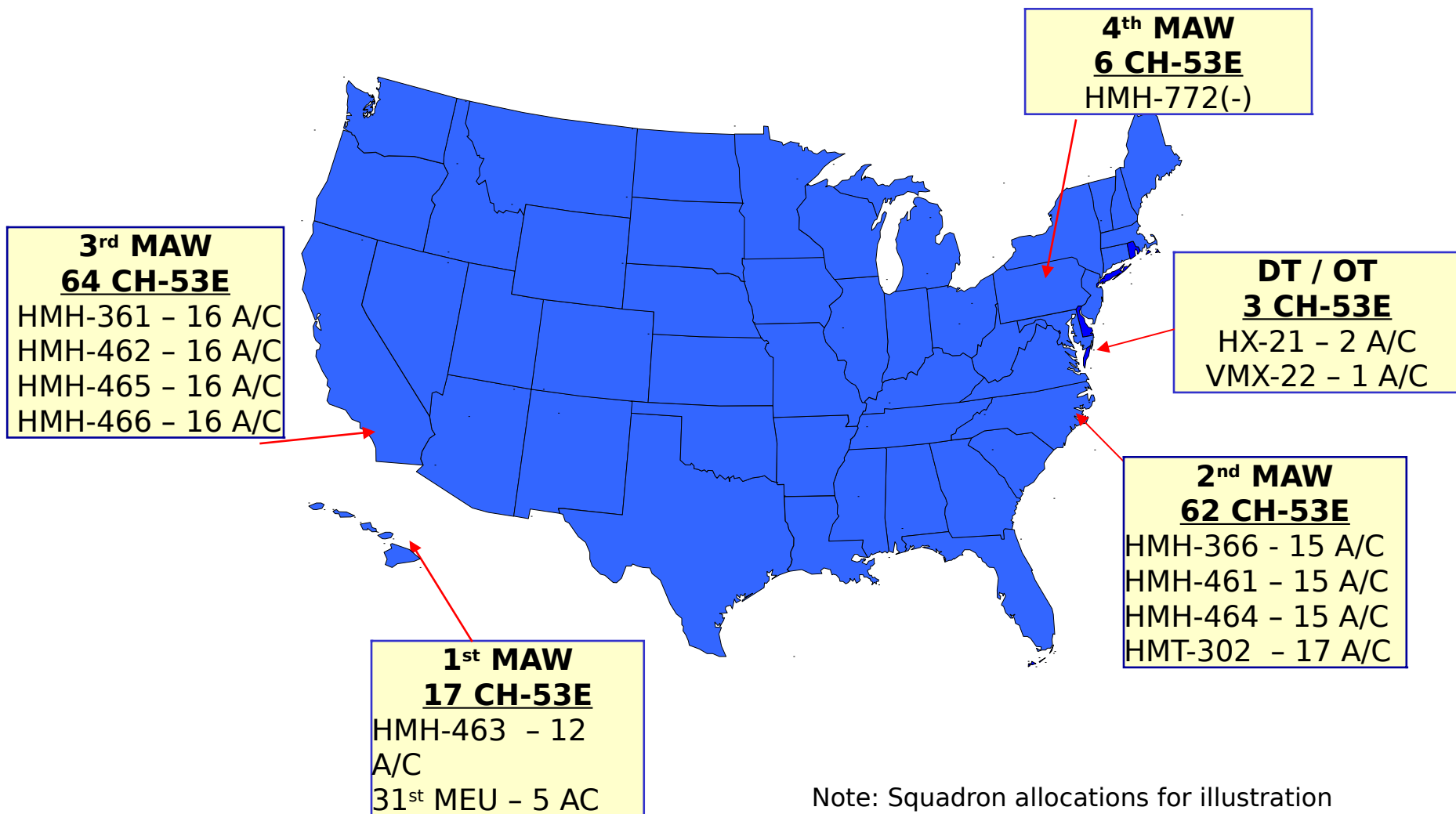
# Current HMM Lay-down



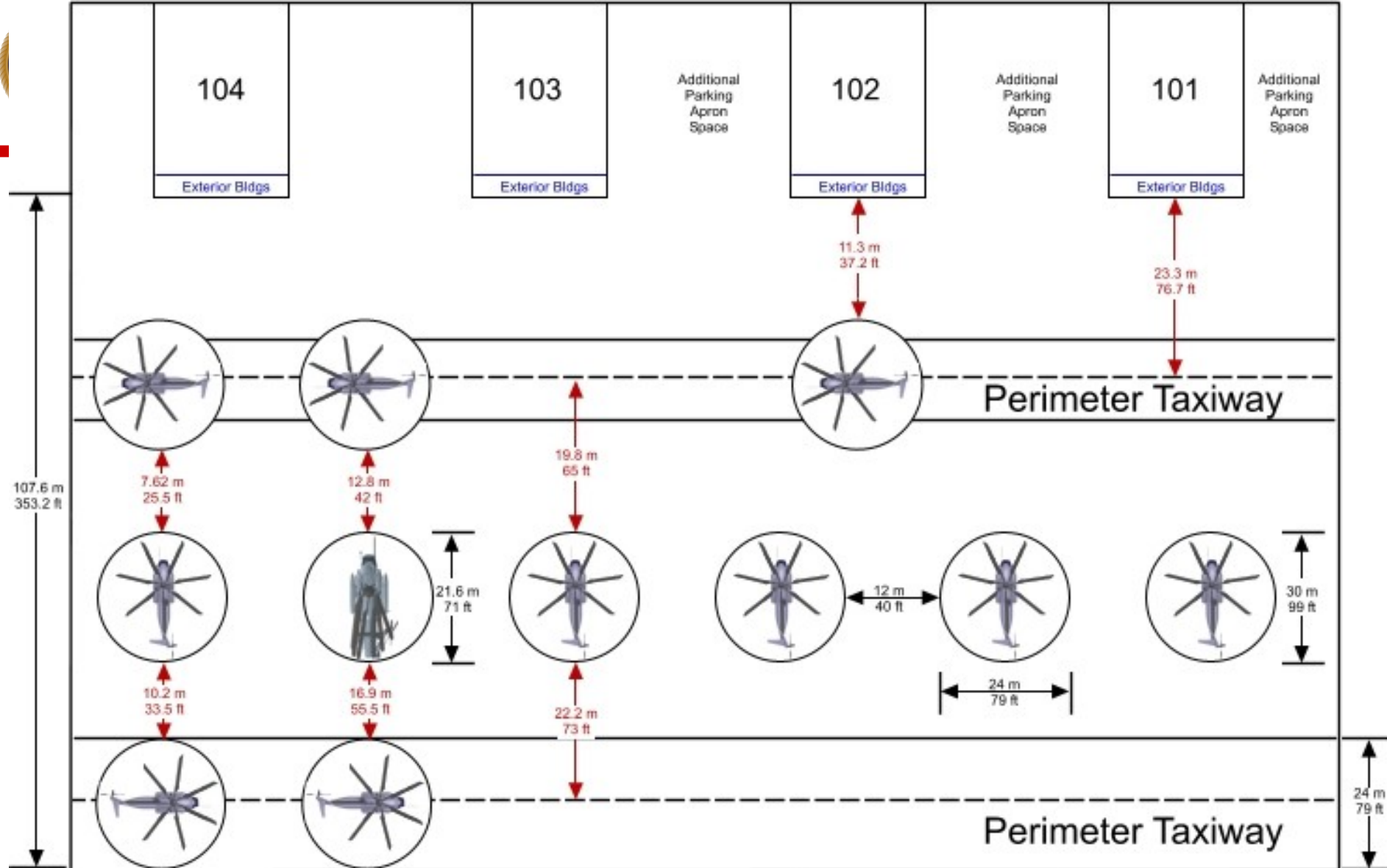


# HMH Lay-down 2013

## Marine Aviation



Note: Squadron allocations for illustration purposes only. Wings responsible for shifting AC as required amongst squadrons to meet operational commitments



**NOTE:**  
 Folded CH-53E provides net gain  
 of 16.5 ft to the front and 22 ft to the rear  
 for a total sum of 38.5 ft added safety clearance

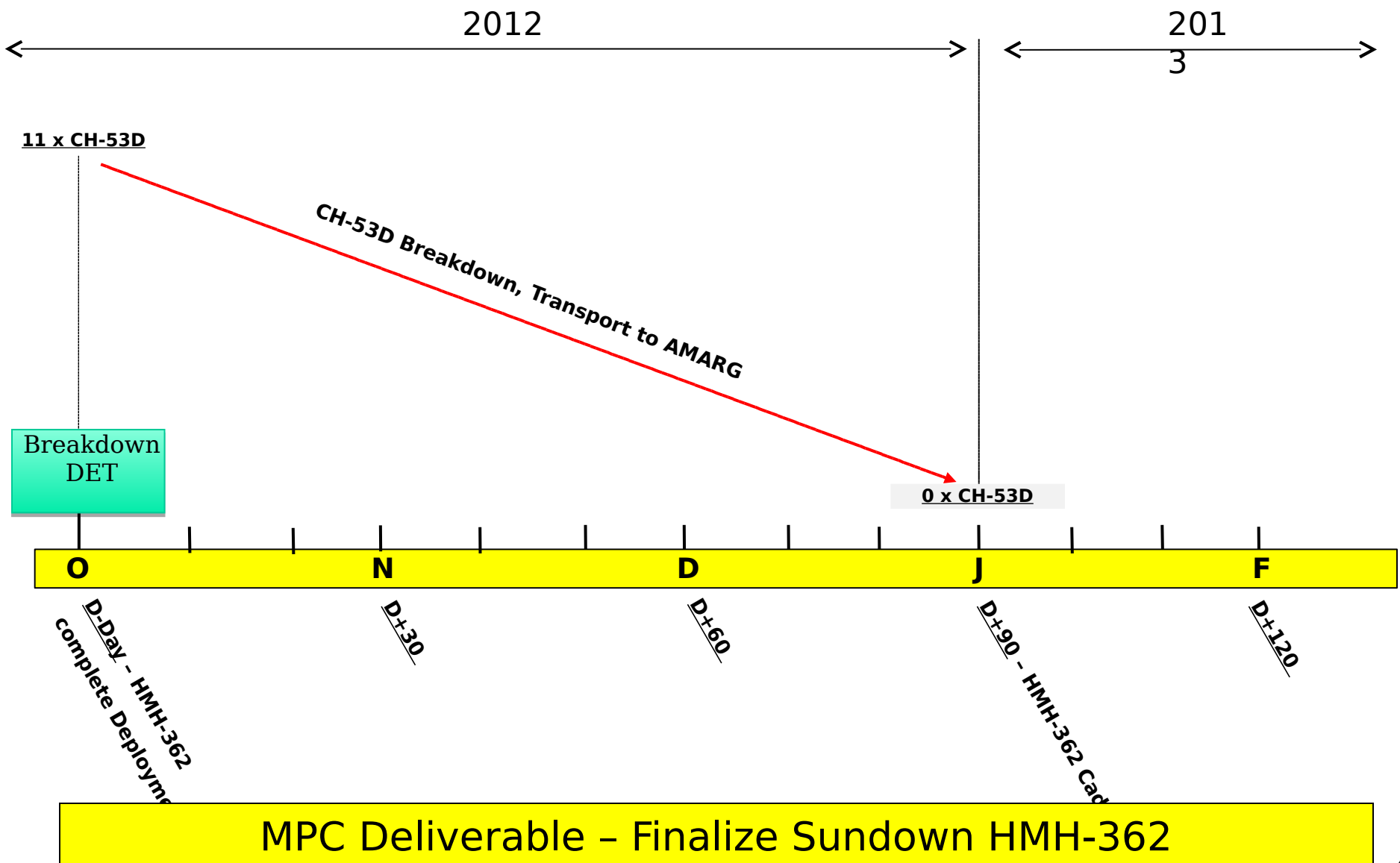


**DRAWING IS  
 NOT TO SCALE**



# HMH-362 Sundown, OCO

## Marine Aviation





# Proposed Disposition of CH-53D aircraft

## Marine Aviation

HMH-XXX		CY 2011											
BUNO	FID/PED	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
156968	Apr-11							AMARG					
157169	Dec-11							AMARG					
156954	Dec-10							AMARG					
157164	Dec-11								SARDIP				
157732	Aug-11								SARDIP				
157148	Jun-11												AMARG
157749	Jun-11												AMARG
157747	Sep-11												AMARG
157748	Dec-11			OEF RTB & SARDIP									
157134	Aug-13												AMARG
157133	Dec-10				OEF RTB & SARDIP								
157738													
157176	HX-21	SARDIP											
Other AMARG													
Other SARDIP													

### # Aircraft Assigned

HMH-362	11	11	11	10	10	10	10	10	16	16	16	12
HMH-363	12	12	11	11	11	11	11	8	6	11	11	11
HMH-463	11	11	11	11	11	11	11	11	11	0	0	0

### Teep

HMH-362	OEF		TOA end							WTI	EMV/ATV
HMH-363	Lava Viper		WTI	EMV		Deploy			OEF		
HMH-463				OEF							



# Current CH-53 Simulator Laydown

## Marine Aviation



### MCAS Futenma

(1) CH-53E APT (2F171)  
(1) CH-53E CFTD  
(1) NICLE  
(1) CH-53E Aircrew Externals  
Trainer (NVG compatible)

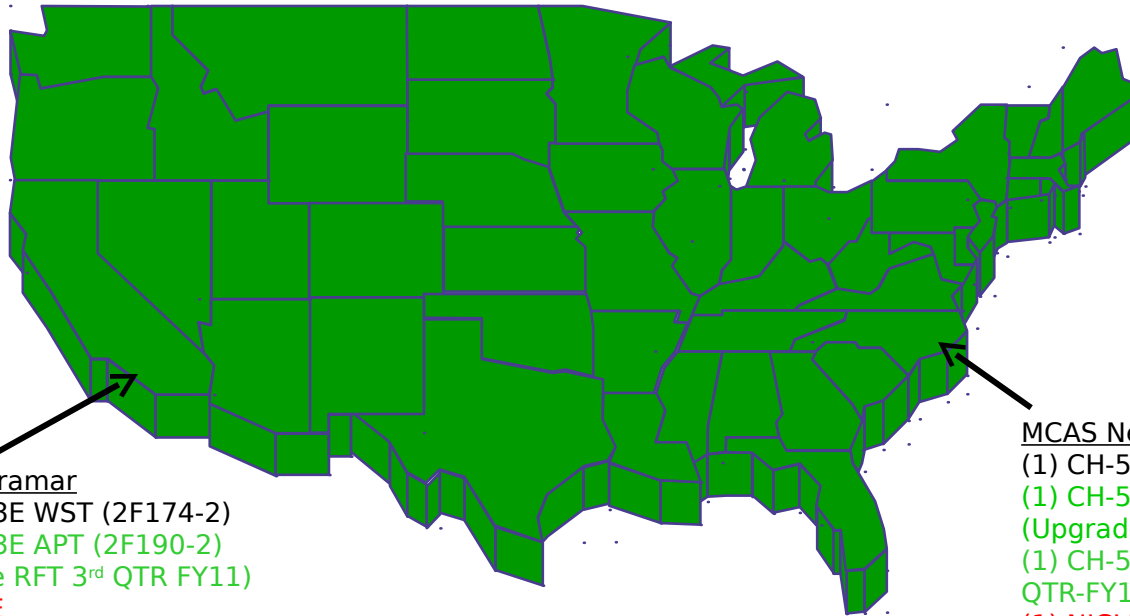


### MCAS Kaneohe Bay

(1) CH-53D WST (2F121)  
(1) NICLE  
(1) CH-53E Aircrew Externals Trainer (NVG  
compatible)

### MCAS Miramar

(1) CH-53E WST (2F174-2)  
(1) CH-53E APT (2F190-2)  
(Upgrade RFT 3<sup>rd</sup> QTR FY11)  
(1) NICLE  
(1) CH-53E Aircrew Externals  
Trainer (NVG compatible)



### MCAS New River

(1) CH-53E WST (2F174-1)  
(1) CH-53E APT (2F190-1)  
(Upgrade. RFT 1st QTR-FY11)  
(1) CH-53E CFTD (2F220) (RFT 3<sup>rd</sup>  
QTR-FY12)  
(1) NICLE  
(1) CH-53E Aircrew Externals  
Trainer (NVG compatible)  
(1) MCAT (PROTOTYPE)

#### Notes:

1. Black indicates existing devices
2. Green indicates contract awarded
3. Blue indicates pending contract/start work
4. Red indicates un-funded

All sites require that all training devices be networked. This includes all other T/M/S.



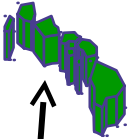
# CH-53 Simulator Laydown after CH-53D Sundown

## Marine Aviation



### MCAS Futenma

- (1) CH-53E APT (2F171)
- (1) CH-53E CFTD
- (1) NICLE
- (1) CH-53E Aircrew Externals Trainer (NVG compatible)

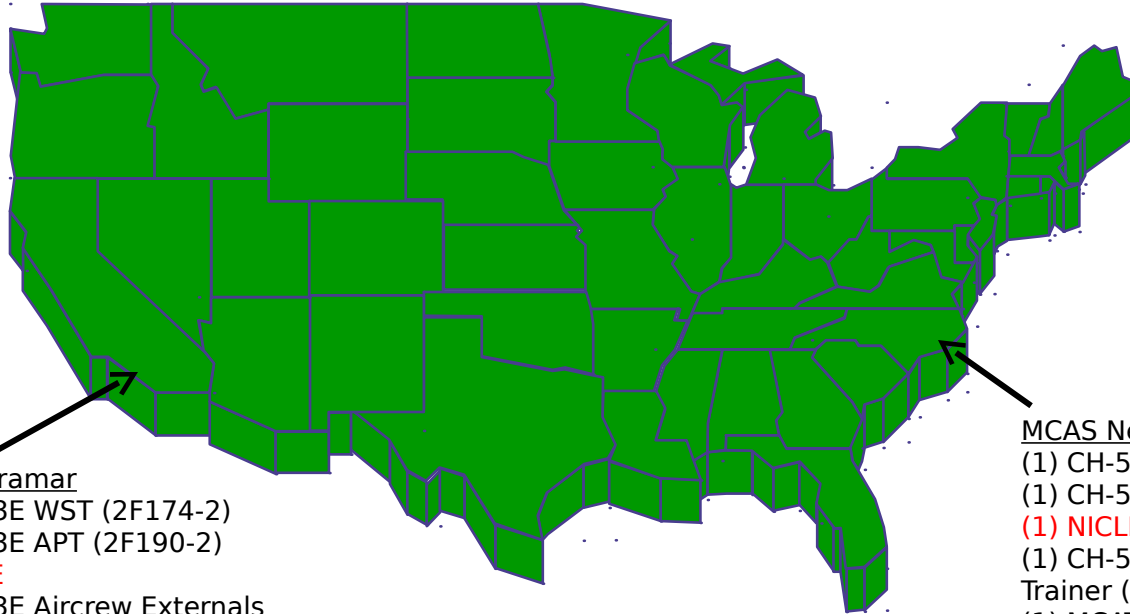


### MCAS Kaneohe Bay

- (1) CH-53E CFTD (2F220)
- (1) CH-53E Aircrew Externals Trainer (NVG compatible)
- (1) NICLE

### MCAS Miramar

- (1) CH-53E WST (2F174-2)
- (1) CH-53E APT (2F190-2)
- (1) NICLE
- (1) CH-53E Aircrew Externals Trainer (NVG compatible)



### MCAS New River

- (1) CH-53E WST (2F174-1)
- (1) CH-53E APT (2F190-1)
- (1) NICLE
- (1) CH-53E Aircrew Externals Trainer (NVG compatible)
- (1) MCAT (PROTOTYPE)

#### Notes:

1. Black indicates existing devices
2. Green indicates contract awarded
3. Blue indicates pending contract/start work
4. Red indicates un-funded

All sites require that all training devices be networked. This includes all other T/M/S.



# Training Flow Chart

## Prior CH-53E Qualified Pilots & Aircrew

**Marine Aviation**

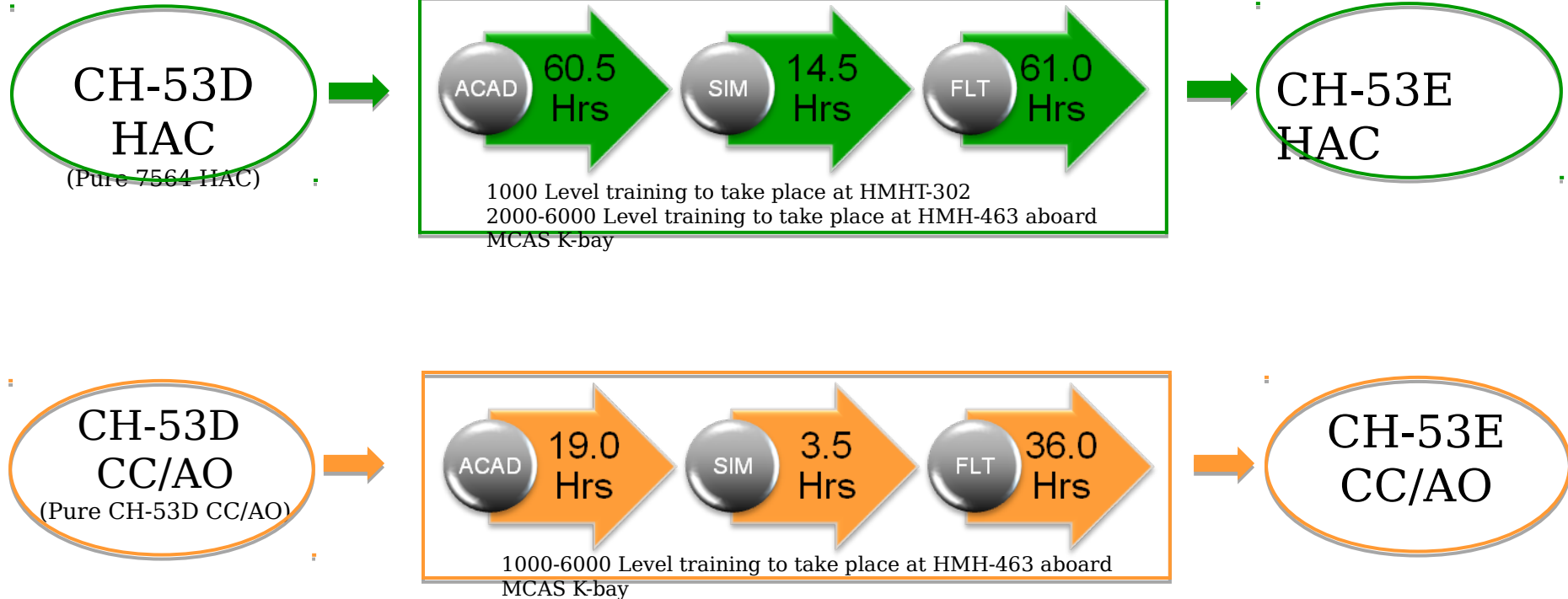




Marine Aviation

# Training Flow Chart

## Pure CH-53D Qualified Pilots & Aircrew



Pure CH-53D HAC: 4-6 Months @ HMHT-302, New River



# Training Flow Chart – Maintainer

## Marine Aviation

CH-53D  
CDQAR,  
QAR, CDI

(Pure CH-53D CDQAR,  
QAR, CDI)



DIFF  
OJT

60-120  
Days

Training to take place at the  
squadron



CH-53E  
CDQAR,  
QAR, CDI

CH-53D  
CDQAR,  
QAR, CDI

(Prior CH-53E CDQAR,  
QAR, CDI)



DIFF  
OJT

30-60  
Days

Training to take place at the  
squadron



CH-53E  
CDQAR,  
QAR, CDI



# HMH-463 Initial Cadre

## Marine Aviation

Personnel	SFF*
Maint Chief	-
Maint Cont Chief	1
Total	1

### 41 Maint Marines

- 36 CH-53E Specific

- 5 Generic

Personnel	SFF*							
	FL	AF	AVI	MA	FE	GSE	IMRL	ORD
Chief	-	-	-	-	-	-	-	-
SNCOIC	-	-	-	-	-	-	-	-
NCOIC	-	-	-	-	-	-	1	-
SFF	1	1	1	-	-	-	-	-
QA	1	1	1	-	-	-	-	-
CDQAR	1	1	1	-	-	-	-	-
CDI	3	3	3	-	-	-	-	-
Level II	5	5	5	-	-	-	-	-
6046/6049	-	-	-	1	-	-	-	-
QASO/CDQ	-	-	-	-	1	-	-	1
QASO/CDI	-	-	-	-	-	-	-	-
TL/CDI	-	-	-	-	1	-	-	-
TL	-	-	-	-	-	-	-	-
TM	-	-	-	-	1	-	-	-
6072	-	-	-	-	-	1	-	-
6042	-	-	-	-	-	-	-	-
6531	-	-	-	-	-	-	-	-
Total	11	11	11	1	2	1	1	1

### 6 Pilots (PCO included in 6)

Qualifications***	Pilots
NSI	4
ARI	2
TERFI	4
NSQ	5

CH-53E Current

### 6 Crew Chiefs

Qualifications***	Crew Chiefs
NSI	4
NSQ	4

\*\* Includes at least (1) WTI; All Pilots are FCPs

\*\*\*Includes at least (1) WTCCI, (1) TGI, Crew Chiefs FCF Qual'd

■ = CH-53E (Current)

■ = Generic MOSs (CH-53D, MAG-24 personnel)